Morning Oregonian.

VOL. XXII. PORTLAND, OREGON, TUESDAY, JANUARY 2, 1883. NO. 7067.

DOMESTIC DISPATCHES.

...prosecution of a Providence Musician.

...OF THE SILVER DOLLAR.

...Contemplated Improvement. "The Chicago Fakirs." Reference to Identification Bureau and the Telegraph Company.

...Jan. 1.—The Boston Brahmins are spending a quiet New Year's day. The usual number of commercial circulars, combined with ... of congratulations, have been received ... which he did not answer. Invalid ... Boston to be present at the ... Mrs. Langtry's reception ... Mrs. Langtry arrived here ... Miss Langtry's engagement ... Mrs. Langtry was to ... Miss Langtry's engagement ... Mrs. Langtry's engagement ... Mrs. Langtry's engagement ... Mrs.

The Daily Oregonian.

TUESDAY MORNING, JAN. 4, 1881.

WESTERN WASHINGTON.

A single description of Western Washington to "people from the east" would be the most interesting piece of work ever undertaken. The whole country is new, and the people there are never content to talk about anything except the future. As a matter of fact, the Puget Sound country has the best possible combination of farming land, for it has enough to supply local requirements, and its rich and timber covered hillside ranges will fit the prospects of eastern Washington well within a very few years' comparison with every. Timber ranges are now almost wholly shrouded both in Oregon and Washington, but they are in fact the best permanent pastures we have. The cows will come and eat timber, and when the wood cutting proclivity softens a little Oregon and Washington will find the timber ranges of Puget Sound and along the coast.

In the coal and iron mines western Washington has the resources which have made Pennsylvania the second state in the Union. And she has them in the storage to insure a supply of coals in great enough to satisfy the needs of a manufacturing population of a million people for an indefinite period. It is practically inexhaustible. She has, literally, mountains of iron, of the qualities most valuable, easily accessible, and of the best commercial timbers she has a supply whose extent or value it is impossible to estimate. It is so great that thirty years of reckless extravagance in its use, and much wanton destruction have scarcely left a mark upon it. These three great materials, coal, iron and wood are not only in great demand to-day nearly throughout the commercial world, but they are the basis of manufacture, and the handmaid of manufacture is wealth.

In her present stage of development and perhaps for a few years to come, western Washington will sell her raw products, but in time she will become the seat of great manufacturing enterprises. And not least among the advantages of the Puget sound country is Puget sound itself, the finest harbor in the world.

Another circumstance of value in estimating the future development of western Washington is its fine working climate. A man can work in the open air every day in the year, without distress from heat and unharmed by cold. Its seasons afford scarcely more variety than is healthful and pleasant. The industrial conditions of the country at this time are prophetic of a great development in the future. Coal mines near Seattle and Tacoma have been opened and connected with deep water docks by lines of railroad. Other and more extensive coal fields are soon to be tapped by new lines of railroad. The iron beds about Port Townsend are being opened, and nine large merchant mills produce 1 million feet of sawed timber per day. The cities of the sound, though none of them are yet large or possess great wealth, are wonderfully energetic, and are progressing at a pace which cannot be described. And in social and moral conditions the sound country is abreast of the time. It has newspapers of unusual enterprise, a college of merit, a fine general school system, beautiful churches and a cultivated and refined society. If western Washington were without resources excepting in and of itself, if it were an island in mid ocean, it would become great.

THE SORROWS OF "STALWARTISM."

The new year starts in badly for that faction of discredited politics which goes under the name of "stalwartism." A doleful story of "stalwart" tribulation's comes from Washington. Since the late elections the bosses and ex-bosses have found the atmosphere about the White house growing extremely cold. "That man Arthur" is accused of "going back on" the men who made him," because he has sense enough to recognize the significance of the great popular verdict. The difference is stated in another way, thus: "Arthur wants to leave the White house to a united republican party, while old stalwarts want no union with men who asserted their independence last fall." Grant, Conkling, Cameron and Logan are all "out" with the administration, because the president does not make his office an instrument to register their several decrees.

Should these statements prove true, and should the president continue in the disposition to pursue to the end of his administration the course they indicate, there will be little doubt of a renewal or recovery of republican strength which will carry that party successfully through the next presidential contest. Sagacious persons were not slow to perceive that though the late elections had gone heavily against the republican party, there was almost excellent chance for victory in the future. Deliverance of the party from the "machine," from the "bosses," from "stalwartism," is the one thing needful to its success in 1884, and it was in 1880. It is creditable to the intelligence of the president that he is able to see it, and a compliment to his political integrity to find him acting so fair and independent a part.

BAD MAIL SERVICE.

The management of postal affairs, in Washington Territory as well as in Oregon, has long been notoriously bad. A traveler can go from one given point to another over half a dozen routes regularly traveled by steamboats and stages, much quicker than a letter properly posted will go. Letters and papers posted at a given time at Portland and addressed to certain points on Puget Sound will reach their destination sooner than if posted at the same hour at Seattle. Newspaper publishers and the business community of Seattle suffer serious inconvenience by this inefficient service. The service ought to be improved and made if the postal authorities were competent and faithful.

A flagrant instance of neglect is reported from Montesano in Chehalis county. Mr. C. N. Byles, county treasurer, writes to a non-resident taxpayer in this city under date of December *twenty-sixth*, as follows: "Your letter of the *thirteenth* is just now received, this being the first and only mail to this place for near two weeks. The mail contractor having thrown up his contract, and the postal managers not being able to get it carried at the contract figures, they have shut us off entirely. The mail just received was brought at our own expense and this will be carried out at the charge of private individuals. A more unnecessary imposition than this was never suffered by a community." The letter which relates to taxes in Chehalis county due from the recipient in this city, says further, that taxes become delinquent January 1st, and that it has not been possible to regularly notify non-resident taxpayers of this fact owing to the failure of the mail, and that by reason of it they must suffer serious annoyance and expense. There can be no excuse for such gross neglect. The whole mail service of western Washington is poorly organized and badly managed. Routes should be rearranged and time tables revised. In many localities the service should be doubled, and in many everywhere expedited.

A dispatch from Dublin reports that "there is a great show of developing the organization of the National league. The funds are seriously lacking." Irish bigotry has a chronic appetite for money. Less for the agricultural and more for the distressed poor would be a good motto for the charitable in America.

Arthur's relations with the Conkling crowd are described by a Washington correspondent as "restrained." It is to be hoped that the strain will continue.

THE DEAD OF LAST YEAR.

Death was unusually busy among the great and busy of earth during the year just ended. Almost every nation lost men whose names are more or less associated with the events of contemporary history. The great sculptor, Richard Henry Dana, Jr., of Boston, L.W. Stephen, lawyer and author, Emerson Rutherford Perry, the prominent young actor, Caroline Richings-Bernard, the well known opera singer, Sir Dani l Macnee, the Scotch painter, Gen. Sickles, many veterans of several of our wars, Charles S. Parker, prominent in the politics of the country, and Rev. Henry W. Beecher, the famous exponent of Unitarianism, passed away.

February included in her death roll Gerhard Rohlfs of Arkansas, the famous German traveler, Mrs. Lydia Sigourney, the well known literary lady, Henry Tuckerman, well known as author of many popular works, and the old factory girl, Lucy Larcom. Russia lost on the French list M. Renouvel, much famed by his marriage with Nelson, the sculptor, and the widow of Daniel Webster.

March witnessed the death of Milton S. Latham, the California pioneer, Dr. Pancoast, the eminent surgeon, Rear-admiral Spotts, and Commodore Glasson of the U. S. navy; Longfellow, America's greatest poet; and Manasseh Hurlbut, D. Penn.

April included Charles Darwin, the scientist, Gen. Don C. Buell, famed in our civil war, Sir John Lubbock, Percy of London, and Ralph Waldo Emerson, the sage of Concord.

May added to uniform its dead Horace Maynard, of Tennessee, ex-postmaster general, Gabriel Ravel, whose pantomime troupes so delighted the theater goers 30 years ago; Rear Admiral John Rodgers, of the U. S. navy; Lord Cavendish and Under-Secretary Burke, murdered in Phœnix Park; ex-Gov. C. C. Washburn of Minnesota; Gen. Kaufmann, governor of Turkestan; James Vick, companion of Horace Greeley and noted as a horticulturist; Helen M. Scenm, the woman suffrage advocate; the Duke of Grafton, Brig.-Gen. Geo. D. Ramsay of the U. S. army; George A. Conly, the bass singer, and Prof. Rodgers, president of the National Academy of Sciences.

The June list included the names of Garibaldi, the famous patriot of United Italy, and Gen. DeCiesey, defender of Paris in the Franco-Prussian war.

July presented a longer list, headed by Gen. Skobeleff, hero of Plevna and Rustic's best general; Benjamin Webster, the famed actor of former years; Hablot K. Browne, whose sketches of Dickens' characters rendered his name familiar to all readers of the author of David Copperfield; Mrs. Abraham Lincoln, and George P. Marsh, U. S. minister to Italy.

In August died Gen. Governeur K. Warren, U. S. army; Rear Admiral David A. Dougal, U. S. navy; Judge Delos Lake of San Francisco, Prof. Stanley Jevons, English scientist, drowned at Bixnil; Senator Hill, of Georgia; Gen. Ducrot, another hero of the Franco-Prussian war; Admiral Delarke, the Russian navigator; Edward Marin, the French artist, and Johan Ho big, the German sculptor.

September swelled the long roll with the names of Earl Grey, the English diplomat, and Dr. Edward Bouverie Pusey, the celebrated English divine.

October's list contained Frank Queen of the New York *Clipper*; Rear Admiral H. Y. Purviance, U. S. navy; and Frederic MacCrellish, founder of the San Francisco *Alta Californian*.

November's list began with James W. Simonton, manager of the Associated Press, following, will Rear Admiral Chas. H. Poor, U. S. navy; Sir Andrew Buchanan, English diplomatist; the Earl of Harrowby; Thurlow Weed, the only remaining member of the famous firm of Seward, Weed & Greeley, and oldest of New York journalists; and Commodore Henry Eagle and Rear Admiral James H. Strong of U. S. navy.

December rounded out the year's necrology with the Archbishop of Canterbury, Louis Blanc, the French politician and writer; Anthony Trollope, the English novelist; Trenor W. Parke, the New York capitalist; Congressman Godlove S. Orth; Rear Admiral James F. Schenck, U. S. navy, and Henry James, Sr.

Gambetta, the French lawyer, statesman, and orator, whose death is announced, was born in 1838. He first acquired fame in 1868 as counsel for defendants in political prosecutions, moved thereto by his hostility to the second empire. After Sedan he took upon himself the direction of the affairs of the country, remained in Paris for some time after it was invested by the Germans, and escaped from the city by means of a balloon. In his assumption of unlimited power he was obeyed, but when a national assembly was required upon the close of the war he sought to give the government an exclusively republican character. It was largely due to his leadership that the republicans owed their success in establishing and maintaining the government against the machinations of the several monarchical parties.

Senator Morgan of Alabama proposed an amendment to the civil service reform bill which could have been accepted with great propriety. It proposed to enact that no advice or recommendation of any person for office or place, which might be given by any senator or representative, should be received, unless the opinion or statement of such senator or representative should first be asked in writing by one or more of the commissioners by whom he appointment waste be made. It was not adopted, apparently for the reason that members of congress don't like to give up their "patronage." Which is only another proof of the fact that members of congress are the great obstructors of civil service reform.

"When we get possession of all the offices then we will attend to this civil service reform business," say our democratic brethren. The reform then will consist in putting republicans out and putting democrats in. Senator Brown of Georgia, in a recent speech in the senate, said: "It is useless to disguise the fact that a democratic president would manage to find a way to seize the offices in spite of any civil service reform measure." This has, at least, the merit of candor and directness.

A college is to be established in Whitebirg Walla Walla county, W. T., by the Presbyterian church, the people of the town having subscribed ten thousand dollars and a suitable site for the enterprise. The location is a good one. Walla Walla is the center of a large district and is the natural point of access for a great population. It is distinguished as the "importance town" of eastern Washington and children sent there will be under the best moral influences.

A bill is before congress to authorize the president to appoint Gen. Benjamin Alvord, well known here, to the rank of brigadier general and paymaster general of the United States, to date from January 1, 1872, said appointment to entitle him to receive pay from that late according to the rank conferred, he having acted as paymaster general of the army from that time.

The *Northern News* says it is the universal testimony of travelers that the country between Walla Walla and Lewiston is the finest in the world. The rich bunch grass for stock was saved under a fortunate cold.

The Indian appropriation bill provides for the payment of 50 scouts, whose aggregate salaries are $50,500.

NEWS OF THE NORTHWEST.

Washington Territory.

Eastern Oregon.

Western Oregon.

MEETING NOTICES.

BORN.

MARRIED.

NEW TO-DAY.

CAPITAL BATHS, OPP. LADD'S BANK.

LOTS AND BLOCKS!

TO THE PUBLIC.

1000 BILLS STATEMENTS

FOR EXPORT

NEW TO-DAY.

PERSONAL.

MUSIC AND FRENCH.

BOARDING.

GERMAN BAKERY.

RUSS & SHOFNER,

IRA RUSS & CO.

Wholesale and Retail Dealers in Staple and Fancy Groceries.

PORTLAND SODA WORKS

REMOVAL.

J. N. BRASIL.

DRESS AND CLOAK MAKING,

DE BOISE LINIMENT

PHYSICIANS' VISITING LISTS

NEW TO-DAY.

PERSONAL.

MUSIC AND FRENCH.

BOARDING.

GERMAN BAKERY.

RUSS & SHOFNER,

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FOR GRAYS HARBOR about Jan. 10th.

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TO THE LITTLE ONES!

NO BLANKS. NO BLANKS!

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A CHRISTMAS PRESENT!

Comprising Writing Desks, Tool Chests, Accordions and Toys of all descriptions. We make a specialty of

RUBBER GOODS:

English Light-Weight Coats, Extra-long Officers' Coats, Firemen's Coats, Police Coats,

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Velvet Embroidered Suspenders, Embroidered Silk Handkerchiefs, Elegant Neckwear.

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REMOVAL.

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DRESS AND CLOAK MAKING,

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PHYSICIANS' VISITING LISTS

WANTS.

WANTED--EMPLOYMENT.

HELP WANTED.

PRIVATE BOARDING.

WANTED TO RENT.

FOR SALE--REAL ESTATE.

NEW TACOMA.

FOR SALE.

AGENTS WANTED.

BUSINESS CHANCES.

REAL ESTATE AND FINANCIAL.

HEUBNER & LEARY,

Real Estate, Insurance & Money Brokers,

MILLINERY AND FANCY DRY GOODS.

MISS. H. E. HILDEBRAND,

MISS LIZZIE B. ANDERSON,

FINE MILLINERY,

MISS A. S. JORGENSEN,

MILLINERY. 103 First Street.

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Stoves, Ranges & Tinware.

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ROOMS OR RENT.

FOR RENT.

FOR LEASE.

TO LET.

HELP WANTED.

WANTED TO RENT.

FOR SALE--REAL ESTATE.

NEW TACOMA.

FOR SALE.

FOR SALE.

FOR SALE

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With genuine Siberian and Alaska ...
Lining and Best Silk Linings.
A Full Assortment of Fashionable ...
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FURS,
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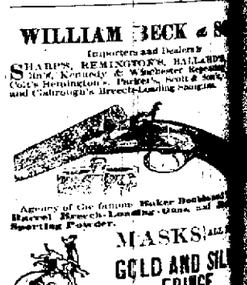
and Cartridges in the celebrated Leading ...



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Phoenix Fire Insurance Co. of Hartford, ...
Home Fire Insurance Co. of New York, ...
Commercial Fire Insurance Co. of Lond...
North London and Lancashire Fire Ins. Co., ...
Liverpool, London and Globe Fire Ins. Co., ...
Liverpool and London Fire and Life Ins. Co., ...
Standard Assurance Co., of Edinburgh, ...
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The Daily Oregonian.
TUESDAY MORNING, JAN. 1, 1883.

CITY...

NEW YEAR'S DAY.

How the People of Portland Spent the Mid-Day in the Usual Round of Calling, and in Other Ways.

The ... Portland ... Year's Day. ... Weather ... Fine. ... As the ... Portland ... Year's Day ... Portland ... Year's Day ... Portland ... Year's Day

The Daily Oregonian

TUESDAY MORNING, JAN. 2, 1883

WESTERN WASHINGTON.

Puget Sound, Seattle, Tacoma, Olympia and Port Townsend.

THE REGION ALONG THE COLUMBIA RIVER.

Great Resources Only Slightly Touched—What the Railroads are Doing, Etc., Etc.

Any attempt to describe Puget sound country in the limits of a letter must be based upon the broad scale of large generalities and would be unjust to those who have spent a lifetime, if it be an item of the ocean a hundred miles inland and extending north and south parallel with the coast a hundred and fifty miles. It comprises within its area nine to fifteen miles and incorporates its shores with hundreds of bays and little coves. A long, broad strait, running east and west, connects its northern extreme with the ocean, and its salt waters rise and fall with the ocean tides. Every where it is deep, and magnificent evergreen forests crowd its shores, and almost to the waters on every side. Hundreds of wooded islands add a panorama of the picturesque, and rugged snow mountains in constant view give a touch of grandeur and complete a beautiful picture.

But beauty is fundamental and new for but little by itself. Of greater importance is it that ships can float on Puget sound, that whole swarms its waters, that the bays and ports afford good anchorage, that the timber is the finest in the world for spars and ships and houses, that its climate is mild and healthful, that the lands which the timber skirts are fruitful, that the mountains yield iron and coal—that natural conditions for the living are in the promise of a million people are here. The great industries of Puget sound are timber and coal production. Nine large merchant mills are located along its shores, and their daily lumber cut is nearly a million feet. These mills in almost every instance are owned by San Francisco capitalists, and their product is carried by sailing vessels to the San Francisco market and to foreign countries. South America is the largest foreign purchaser, and Australia is the next. Coal from these mines is owned by non-residents, is carried by large iron steam colliers to San Francisco and Portland. The monthly output of coal from these mines is almost thirty thousand tons, and it could easily be increased to several times that amount. The other industries of Puget sound are local, but small because local. The principal city of the sound is

SEATTLE.

It is located on Elliott's bay, on the east shore of the sound, about half way between its northern and southern extremes, and has a population of about 8,500, having increased the past year from 4000. There is nothing in the Pacific coast a more energetic town than Seattle. It controls the business of the sound at present, and is making a hard fight to hold it against the claims of several other points. Its natural situation, its deep, sheltered bay, its "terminus" of rich agricultural and mineral lands and its "tstart" are all elements in its favor, and to these advantages are added the force of great public spirit and enterprise. Permanent improvements to the value of $350,000 have been erected during the past year, and preparations have been made for even greater improvements next year. This, with constant transfers of real estate at rates which in cities many times larger than Seattle would seem high, show the perfect faith which the people feel in their town. Lots $2000 in the business center of the place are frequently sold for $20,000 and upward, and one sale was made a few weeks ago at $42,000. The vim of energy in the air, and every kind of business is highly prosperous. The territorial university, an excellent institution, is located here.

The natural wealth of King county, Washington territory, consists of coal, timber, iron and a fine body of agricultural and pasture land. The natural depot for the sale and shipment of the products of this region, and the point of receipt and distribution of its supplies, is Seattle. Beginning near Seattle the rich valleys of the Duwamish and Cedar rivers extend and for fifteen miles. There is no better field for agriculture, stock raising and dairying anywhere than here. Beginning at the eastern end of this section, a fine belt of fir and spruce timber extends east twenty-five miles to Green river. Great deposits of the best quality of lignite underlie much of this timber belt, and at its eastern limit vast fields of bituminous coal exist. Further east and still in King county are immense beds of argentiferous iron ore equal to the best found anywhere in the United States. This rich region is as yet but partly developed. The rivers valleys are settled and their annual shipment of farm and dairy produce is enormous. Their cattle in the Duwamish river, which is navigated by small steamboats. Three lignite mines have been opened and are connected by a narrow gauge railroad with Seattle, where a steam collier receives their product and carry it to the markets of San Francisco and Portland.

But this development is but a beginning. The bituminous coal beds of Green river are the most valuable in the territory and the work of opening them is now in progress. Cap tallon of Seattle and large interests there, the Starkey, of San Francisco, holds a large acreage, the Oregon Improvement company has secured a share and the Northern Pacific railroad company, by virtue of its land grant, is also the owner of several rich sections. The Northern Pacific people propose to open their mines at once, and with that view will the coming summer run a line of rails into the heart of the bituminous region. By the spring of next year, under the Northern Pacific direction recently, the people of King county are convinced that the proposed line will terminate at Tacoma and not at Seattle, the nearest deep water point from the mines and their natural point of shipment. They see that the Northern Pacific can by the use of lines to be built independently of this special line, put Green river coal into Tacoma cheaper than into Seattle, and they are convinced that it is the purpose of the company to consult its interests rather than theirs in the matter, a very natural purpose indeed. They believe that under the plans of the Northern Pacific the business of their mines will go to Tacoma and that even the products of the mines which the Oregonian road will be compelled to find shipment at a rival port. They realize also the possibility of disadvantage in shipping over the lines of a company like that now engaged in the coal business, and in the spring of self protection propose to build an independent line connecting the coal fields with Seattle. A line beginning at Seattle and extending forty miles has been completed and the engineers who have recently examined the route report that such a line can be built for $300,000.

Of the amount necessary half must be expended in the work of grading and half for gravel and rolling stock. D. C. Mills, the well known capitalist of New York and California, has engaged to furnish the latter if the people of Seattle will prepare the line for the rails, taking in payment the company's bonds at 6 per cent. The thing for the Seattle men to do is to raise the necessary quarter million and they have set about doing it. Stock books were opened a week ago and in three days one hundred thousand dollars' worth of stock had been subscribed, and we are assured that the full amount will be speedily taken. The local company pledges itself to carry coal for all parties at a fixed and invariable rate and to deal without direct opposition with shippers. The proposed line will pass through the rivers valleys and will carry their supplies and market their products. The wide timber belt between the agricultural land and the mines will afford log freights for half a century and the iron beds beyond the coal fields will, when developed, draw the line for a third to its business, and at some future time the managers of the company contemplate extending their lines across the mountains into the Yakima country. They are confident that from the first day they accept business the road will pay a handsome profit, and in support of the claim, point to the fact that the road which now connects Seattle with the lignite fields paid last year a heavy dividend upon its entire cost.

The people of Seattle have gone into this enterprise with a good spirit. They see danger ahead and propose to avert it. They propose that the business of King county shall be done in their city and are not afraid to put their money into enterprises which will hold it there. This latest enterprise is in keeping with their recent action toward the Northern Pacific. They have granted to that road right of way over public and private property on their city front, and given bonds to secure right of way along the Sound for the road from Seattle to Tacoma. To secure the franchise across the city front it was necessary to buy out a stubborn wharf holder, and with admirable public spirit three gentlemen furnished the money from their private means. With the utmost energy the men of Seattle are pushing the town and its outside interests. Its business activity is proportionately equal to that of Portland, if indeed we are not surpassed, and heavy investments in ground and buildings show the faith which is felt in its future.

NEW TACOMA.

In the rival of Seattle and is situated on Commencement Bay, forty miles "up sound," or south. Its population is about 3000, having increased nearly one third during the year, and the more favorable sales for the year aggregate nearly $400,000. Permanent improvements to the town proper have been made during the year to the value of $300,000 and plans are made for a great improvement next year. Tacoma is finely situated for a sea port. Its harbor is deep and safe, and three miles of water front of any kind between it and the ocean. As a local center it is equally well situated. The Puyallup valley one of the richest in the territory, and the great hop section of the northwest, is tributary to New Tacoma, which is its place of market and supply. Fine coal beds lie in the interior adjacent to the town, and a railroad upwards of thirty miles in length connects New Tacoma with the Carbon Hill mines. To accommodate the great coal business the Northern Pacific Railroad Company is building expensive bunkers here.

The industries of New Tacoma are those of a growing railroad town. A furniture factory is the only special industry; but the trades are fully represented.

It now seems settled that the terminus of the Northern Pacific railroad on Puget Sound will be at New Tacoma. No formal declaration to this effect has been recently made by the management of the company, but circumstances which speak more emphatically than windy resolutions or grandiloquent announcements, very clearly indicate their purpose. Most important among these circumstances is the fact which has been commonly overlooked in rail making chances, namely, a provision of law that locations (townsites &c.) cannot be changed. Can it be that the Northern Pacific has benighted with reference to a terminal location at New Tacoma, and in plats filed by the company in the territory office, it has given it come into its hands and sought to change of the terminal location would involve an extension of line without a corresponding increase of land grant, unless congress could be induced to further favor the company, which is out of the question, some difference of opinion among lawyers exist as to the soundness of this argument, but the weight of judgment is supported by decisions of the interior officials, similar in kind.

An other indication of the purpose of the management of the company is the fact that they hold a large areas of land which would be made valuable by the location of a city on any point on the north side of Commencement Bay, which fronts the site of New Tacoma and the most accessible point for the entrance of vessels to the harbor. Can it be that the Northern Pacific is secretly preparing to build a city on other ground than that now occupied by New Tacoma? It is hardly supposable that in this matter the company would act in the face of personal advantage. If possible, it is a fact worthy of note that the Northern Pacific has been negotiating for village lots because of a good title to the part of the site occupied. Whether the policy of the company has been liberal, illiberal, or treacherous and impolitic, it is certain that the people of New Tacoma have been fully impressed with the belief that the Northern Pacific would locate its terminus at that point, and have acted upon that belief. In the spring of 1882 the Tacoma Land company platted a large addition to the town, and the sales were unprecedentedly high prices were paid for real estate. The excitement was at its height when the Northern Pacific surveyors appeared on the ground for the purpose of staking off the line of road. Then there was a sudden collapse in real estate, and prices fell with a rapidity which was astonishing. Many who had purchased lots at high figures were unable to meet their payments, and forfeited their contracts. Others, more fortunate, were able to hold on, and the result is that the property has changed hands, and is now held by men who have paid much less than the original purchasers. Some of the latter have made money, but many have lost heavily.

PORT TOWNSEND.

Which is two miles and by the bay from the town, is, and has been for a long time, the seat of the Custom House for Puget Sound. The great establishment of the Puget Sound Agricultural Company is located here and it employs in its work or whether it sells the entire product of the farms, its forests, its fisheries, its coal mines, or its lumber, it controls the business of the region to a large extent. The Puget Sound Agricultural company is located here and its proposed by Bishop Paddock, of the Episcopal church to establish a young ladies' seminary.

OLYMPIA

Is the capital of the territory and one of the oldest towns. It is situated at the extreme southern part of Puget Sound, occupying a picturesque location on a little peninsula surrounded by forests. The population of Olympia is about 3,000, having increased in the past year from 2,000. Its location is a most favorable one for commercial purposes. It controls the business of the Chehalis valley, which is one of the richest agricultural districts in the territory. Its oyster beds are very well known. Its harbor is safe and commodious, and its water front is unsurpassed. Its business is principally in the hands of old residents, who have been engaged in it for many years. Its manufactures are few, but it has a large trade in lumber, shingles, etc., and many of the finest residences in the territory are to be found here. Its public buildings are not numerous, but are substantial and commodious. The territorial university is located here, and is in a flourishing condition. Its present president is Prof. Allen, who has been connected with the institution from its foundation. Olympia is the center of a large farming district, and its streets are filled with teams loaded with produce. Its population is largely composed of old residents, who have been engaged in business here for many years. Its merchants are prosperous, and its business men are enterprising